

Morning Oregonian.

VOL. XXVII.

PORTLAND, OREGON, WEDNESDAY, FEBRUARY 20, 1889.

NO. 8863.

REMOVAL - REMOVAL

APRIL 30.

Will remove on or about March 1st to the SKIDMORE BUILDING, one block below their present premises.

THEY WILL THEN OCCUPY

No. 20, 22, 24 and 26 N. First st.,
No. 8, 10, 12, 14 and 16 East Bay.

N. E. COR. FIRST & B STS.

Refugee & Co.

Bedroom and Parlor Suites,
Folding Beds (all styles),
School Desks, Odd Chairs,
Chaffoniers, Side Boards,

Best Assortment in Portland.

SALOON - 101 First, between Main 200 feet to
167 and 187 Front Street.

G. SHINDLER & CO., Portland, Or.

KELLY, DUNNE & CO.,
WHOLESALE DEALERS IN

Paints, Sis., Glass,
Varnishes, Brushes.

19 and 42 Front Street - - - PORTLAND, OREGON.

JUST RECEIVED, CAR BAGS

All styles Express and Delivery Wagons, the best of their class in stock and constantly arriving. Carriages, Surrays, Buggies, Phaetons, Harness and Horse Goods. Call and see us. Send for catalogues and prices.

FRANK BROS' IMPLEMENT CO.,

68 and 70 Front Street, Portland, Or.

WHOLESALE

EUGENE HOEY

Furniture and Bedding.

Our Specialty is

THE HOEY PATENT SOFA BED.

Lounges and Bedding to the Trade.

No. 270 First st., between Madison and Jefferson, Portland, Oregon.

ALL GOODS SHIPPED.

PERFECT FIT AND SATISFACTION GUARANTEED.

Fine All-Wool Suits to Order from \$20.00

Fine All-Wool Pants to Order from \$5.00

Experiences and First-Class Colors and Noos.

but White Linen Supplied.

WE DON'T MEAN
COATS and Suits on
us, as there are lots
still offer for to-day.
Overcoats for \$20:
Cheviot Suits at
night anywhere for
now to-day THE NEW
ALLOW-TAIL COAT
SHAWL, water-silk
infinitely new.

to buy, call any-
thing to look at

NICOLL, "The Tailor."

The largest display of Cholocate Woollens ever shown in

the U.S. - English, French, Scotch and German

Fabrics in all colors and patterns. One thousand different patterns to select from. Any and every style of garment cut and fitted to suit the most fastidious taste.

Samples, with Instructions for Self-Measurement, Sent Free.

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NO. 126 FIRST ST., PORTLAND, OR.

GREAT CARPET SALE
OF THE
OREGON FURNITURE MANUFACTURING CO.
NO. 210 First Street.

The immense Stock of Carpets, Oil-Cloths, Linoleums and

CURTAINS

will be sold AT COST, as the Company is going out of that line of business.

SELL EARLY.

G. A. MALARKEY Proprietors W. L. LINDHARD

CLEVELAND
& PAINT CO.

Soe Manufacturers of

CLEVELAND COTTAGE ROOF AND FLOOR PAINTS.

Refiners of Oils and dealers in Varnishes and Brushes.

Portland and K. St. Office and Showrooms N. W. corner Front and Stark

PORTLAND - OREGON.

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Entered at the Post Office at Portland, Or., as second class postage paid.

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PORTLAND, WEDNESDAY, FEB. 20.

THE COLUMBIA RIVER.

Astoria is an important point near the ocean, naturally the best port for ships to stop at going or coming and many ships will terminate their voyages there. But all the world knows that a vessel is loaded the most economical practice is to go as near as possible to the center of trade and if possible, to load at a distance from the ocean, for no means of transportation can equal that by water, especially if a vessel could load for a long voyage o' navigation water.

The experience of the world's commerce shows that the Columbia can be made safe and it is only a question when the government will furnish the means to do the work also that rivers like the Columbia and the Willamette below Portland can easily be kept navigable for large ship so it is again only a question as to when congress will vote the money to keep the rivers open below this city and to the sea. This work done, ships can enter the Columbia without hindrance and proceed to and from. Portland will then, cargo and tonnage and it must be conceded that the interest of commerce is to make Portland the chief sea port, as it is nearest the country to be supplied and much nearer the products to be exported. No way to transport goods and products between Portland and Astoria can ever be so cheap and economical as to have loaded ships go from this city. As soon as the river obstructions are removed no possible competition can handle freight between those points destined for the ocean trade. No railroad could do it even now. Portland forty miles distant was selected as the point to enter the water the point to which all commerce could safely come.

A great city has grown up here founded chiefly on this important fact, and during all this time different points have claimed to be its rivals. Milton, on the slough, was urged in 1850 Milwaukee was doomed by the same storm at the same time in 1851 the P. M. & S. Co made an effort to build up St. Helens and their regular steamers stopped there ignoring Portland, until trade came in, ignoring it in, when the effort was abandoned. Columbia City, Vancouver were worked for all there was in them and later Kalama was founded and boomed by the Northern Pacific railroad. But commerce who's edge is as inviolable, decided that Portland should be the point, as it is to-day.

Despite the river bars (that have furnished problems for Astoria and the sound town) and the ocean bar, trade came to the Columbia and because it found its proper commercial center of stop at came on up to this city. At that time a system of river and harbor piracy was enacted that had a habitation in Portland and led to the commerce of the Columbia. The excitements for tugs and pilotes have been too great, and there has been a general system of piracy on the river a leading feature of which has been the traffic in scummen. These abuses there is now an earnest effort to correct.

There can be no policy more in our self-interest and injurious than that which would tamper with these immense interests for mercenary reasons. There is a great commercial interest in the Columbia river and should follow it. It is the interest of the Eastern mountains and plains down to the sea, Portland, and all above, here who are producers as well as merchants demand ordinary facilities, and that no practical demands be made on commerce at their expense.

The question simply has been whether we should make the most of the natural advantages of the Columbia and have a great commerce for Portland and A. T. & S. or to drive the trade of the country to itself. Portland is a natural port for the Pacific coast and the most direct and expeditious the greatest part of the coast to the interior in the Columbia, as the question narrows down to a very distinct and emphatic figure.

All the above of this city and the present legislature, induced by the Astoria press, is not worth a word of notice. There is no country below here to justify a great seaport between Portland and the Pacific. Astoria has natural advantages that nothing but its own blighting can mar and no one here stands in her way with word or thought.

The spirit shown is as if some people there would rather bombard ships with dynamite than lay a pipe up to the ocean. It is wrong and evil in its subtilty to the last degree. All the commerce Portland has is built up by diligence and enterprise. Let Astoria do the same, and demand that Michigan it would not stand for great soul destruction or character.

INTERESTING STUDIES.

Tacoma is all agog because Henry Villard and others have bought 40 acres of land that is a mine and timber land about from the Tacoma hotel. It is said the land cost \$100,000, or nearly \$1000 an acre. Villard is not much of a land speculator but he and others have put up this quarter of a million on land at Tacoma and expect to make money by it. A glance at the situation shows three cities depend on an ocean traffic. Portland has easily done all the commercial work of the Columbia region in the past and Seattle and F. C. now claim to divide it.

They cannot take away the natural advantages and precedence that Portland has so long worked on, and can not expect to get rich on the Eastern trade, can secure coal mines and timber afford great resources of course but scarcely enough to sustain two great cities without agricultural production.

So long as a railroad company of its resources is working to income and millions are spending money to buy and build and new-comers are throwing them over gaps to fill them up and add to the general resources so long the boom will continue. But to keep up this population must double every few years and factories must be built and many enterprises be started. Will the rate of progress necessary to this end be maintained or how long can it be sustained? Whenever any financial panic occurs improvements and boom let it be little for the sake of immigrants and business to catch up with the work done, what then will happen?

It is not mere jocular theory and sure make the actual suggestions contained above originated with a gentleman long resident on the sound who so doted a year ago at a high figure as he thought and looks on with wonder to see—as he says—people over there living off each other. Even Villard is not infatuated in the collapse of 1883 showed. He may be dead in 1890 again. All the better for the sake of the immigrants and business to catch up with the work done, when then will happen?

Whilst affairs are in an excited condition beyond the Columbia and towns lots are "booming," because speculators are swaying when they cannot sell, on this side, from the ocean to the farthest eastern line of demarcation, all goes as steady as an old and reliable country road. Times are good, and property appreciating. Business is increasing all the time. Every

year there is decided improvement and progress, every year there are more people, more products, more trade and the advance is upheld and is so certainly reliable that no possible panic, or reaction can cast a shadow on Oregon's prosperity. There is wonderful growth in Washington territory, but the less demonstrative progress on this side of the river is more natural, less forced, and freer from the danger of reverse.

IN THE NATIONAL GALLERY.

Our dispatches yesterday announced the arrival at Washington of the state of Lewis Cass presented by the people of Michigan to the people of the United States for a place in the national hall of statuary. The selection of Cass was a resounding choice for he was a representative of the pioneer history of Michigan, although a native of New Hampshire. Cass served in the war of 1812-15 with credit and was governor of Michigan territory from 1836 to 1838. He was U. S. senator, secretary of war under Taylor, and secretary of state under Buchanan, and would have been elected president in 1860 had not the free soil born banner carried by Marti & Van Buren robbed him of the state of New York.

Cass was the Michigan wh. Tom Benton was to Misouri although in error to Pennsylvania and he was a man of sound sense. He was an able man, and when he spoke his words were well received for a successful politician. He was an honorable and true man of talents and a patriotic man who the moment he perceived it evident that he had a position to gain, he did not shrink from it, nor did he shrink from the right of the government to coerce resistance from the cabin. He was like John A. Dix and Edw. M. Stanton—a war democrat—but was too old to take any active part in politics after the breaking out of the civil war. Not really a great man, he deserved the recognition he has received from his state as the best and most imposing historical figure she has thus far furnished the country.

The contention is whether Michigan is older than California to the nation, or not. That will be Zebulon Chandler of Green Bay. That does not seem to us to be any ground for hesitation. Chandler should be chosen rather than Custer. Chandler was identified by friends with the historical and commercial history of Michigan, he was Michigan's great war senator who devoted his wealth and his personal energies to the suppression of the rebellion. He was among the first to denounce McClellan's inactivity in the United States senate and before that he was the man who when it was proposed to pass a bill that would give Jeff Davis a full pardon, voted against it. When the effort was abandoned, Columbia City, Wisconsin, were worked for all there was in them, and later Kalama was founded and boomed by the Northern Pacific railroad. But commerce who's edge is as inviolable, decided that Portland should be the point, as it is to-day.

Despite the river bars (that have furnished problems for Astoria and the sound town) and the ocean bar, trade came to the Columbia and because it found its proper commercial center of stop at came on up to this city. At that time a system of river and harbor piracy was enacted that had a habitation in Portland and led to the commerce of the Columbia. The excitements for tugs and pilotes have been too great, and there has been a general system of piracy on the river a leading feature of which has been the traffic in scummen. These abuses there is now an earnest effort to correct.

There can be no policy more in our self-interest and injurious than that which would tamper with these immense interests for mercenary reasons. There is a great commercial interest in the Columbia river and should follow it. It is the interest of the Eastern mountains and plains down to the sea, Portland, and all above, here who are producers as well as merchants demand ordinary facilities, and that no practical demands be made on commerce at their expense.

The question simply has been whether we should make the most of the natural advantages of the Columbia and have a great commerce for Portland and A. T. & S. or to drive the trade of the country to itself.

Portland is a natural port for the Pacific coast and the most direct and expeditious the greatest part of the coast to the interior in the Columbia, as the question narrows down to a very distinct and emphatic figure.

A great city has grown up here founded chiefly on this important fact, and during all this time different points have claimed to be its rivals. Milton, on the slough, was urged in 1850 Milwaukee was doomed by the same storm at the same time in 1851 the P. M. & S. Co made an effort to build up St. Helens and their regular steamers stopped there ignoring it in, when the effort was abandoned. Columbia City, Vancouver were worked for all there was in them and later Kalama was founded and boomed by the Northern Pacific railroad. But commerce who's edge is as inviolable, decided that Portland should be the point, as it is to-day.

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